

Series I
Correspondence,
1932-1973

Box 5, Folder 6

May 24, 1941 -
December 22, 1941

0730

IN REPLYING
REFER TO No.
AA-93-gsf



HEADQUARTERS U. S. MARINE CORPS
DIVISION OF AVIATION
WASHINGTON

24 May 1941

Dear Rafe:

I am more than glad to be of assistance to a new and distinguished graduate of our Navy's War College, as well as to a prospective member of that College's venerable staff.

For your information, the Reserve Division of the Marine Corps has not received an application from your friend, Mr. William Weinmann. I rather infer that Weinmann made application for the Platoon Leader's class very recently. If the application is received in Washington subsequent to 15 March, it would be returned disapproved as the quotas for this class were full by that date. Many applicants have since been turned down.

If Weinmann is a senior at Santa Clara College, he will not be eligible for the Platoon Leader's class next year ('42). The Reserve Division suggests, therefore, that Weinmann make application for the "candidates class for a reserve commission" as soon as possible after starting college next year. He could then be selected for that class upon the completion of his final year in college. I enclose appropriate literature on the subject.

Trusting the above will be of some value to you and your constituent, and with every good wish in which Belle joins me, I am,

Most sincerely,

R. J. MITCHELL.

P. S. I am returning herewith Weinmann's letter of May 19th.

Captain R. W. Bates, USN,
Naval War College,
Newport, Rhode Island.

0731

GRIFFITH - DURNEY CO.

NO 1 DRUMM STREET
SAN FRANCISCO

June 3rd, 1941

Dear Dick:

Your letter received, and as requested I am returning letter from Col. Mitchell herewith. The information given *by* him was correct, as Billy received his application back with the same advice - viz.: that the applications were closed three months prior to the date of filing. However, I want to thank you for your kindness which is much appreciated.

I also gather that you are getting to be quite a figure in naval circles. *congratulations!*

I met your father the last couple of trips coming over to San Francisco, and apparently all is well on this end.

With best wishes and again expressing my appreciation, I am,

Very sincerely yours,

Captain R.W. Bates, USN,
Naval War College,
Newport, Rhode Island.

Bill Weinman

0732

NAVAL WAR COLLEGE
Newport, R.I.

August 6, 1941

From: Captain R. W. Bates, U.S.N.
To: The Chief of Naval Operations.
Via: The President, Naval War College.

Subject: Re-arming of certain naval craft with torpedoes.

1. About three years ago, while in command of the Destroyer Leader CLARK (361), I addressed a memorandum to my Squadron Commander (Comdesron 3) on the subject of the re-arming of destroyers with torpedoes after a day or night action or after their torpedo allowance had been expended. It is my understanding that nothing further has been accomplished along the line recommended. However, with the possibility of war acute and with the probability that any war in which we might at present enter will require action far removed from our present bases, I feel that a resubmission of my idea might be advisable.

2. My idea is as follows:

(a) To re-arm, with torpedoes, destroyers and submarines by the use of patrol planes as carriers. It is conceivable that these torpedoes might have to be transported at least 1500 miles at sea. What a saving of time would occur if the destroyer or submarine could have its replacement torpedoes dropped alongside at sea without first having to return to some base hundreds of miles away!

(b) It is my understanding that such a method of handling torpedoes is feasible.

3. (a) This idea need not be confined to torpedoes, but can be expanded to include replacement of ammunition, particularly depth charges, as well as replacement of personnel. The latter might be particularly important in the case of a severe engagement.

(b) Sinkable items, such as depth charges, would be transferred via ships' boats or dropped into the sea in containers made buoyant by means of buoyancy tanks or balsa-wood floats and recovered by ships' boats or by grapnels.

UNCLASSIFIED R. W. Bates

0733

Naval War College
Newport, R.I.
Serial 7984

1st Endorsement

August 6, 1941

~~CONFIDENTIAL~~

From: The President, Naval War College.
To: The Chief of Naval Operations.
Subject: Re-arming of certain naval craft with torpedoes.

1. Forwarded.

/s/ E. C. Kalbfus

UNCLASSIFIED

0734

~~CONFIDENTIAL~~

NAVAL WAR COLLEGE
Newport, R.I.

August 9, 1941

From: Captain R. W. Bates, U.S.N.
To: The Chief of Naval Operations.
Via: The President, Naval War College.

Subject: Motor Torpedo Boats - Transportation of by air.

1. For some time I have been pondering on what might be an effective method of making a torpedo attack on surface craft at anchor in a large netted harbor similar to Narragansett or San Francisco Bays. As the schemes for defense become tuned to those for offense it becomes apparent that devices which have succeeded one or more times finally become less and less effective. This is evident in the cases of both bombing and torpedo plane attacks. It seems now that a new means of torpedo attack, to be used by itself or in conjunction with an air attack, is in order. My suggestion is this:

(1) Build small, high speed, single torpedo, motor boats weighing probably 4-6 tons, - the size naturally depending upon the lifting capacity of the planes to be used. In this connection, something along the Italian design of small motor torpedo boats - see N/A London Reports #805 of May 10, 1941 and #951 of May 23, 1941 - might do, although it seems preferable to fire a torpedo rather than have the torpedo built in the boat itself.

(2) Transport these boats via air to the harbor where the enemy ships are at anchor and release them in a spot some miles from the probable scene of action - preferably where enemy anti-aircraft defenses are weakest. Under cover of darkness these craft should be able to attack the enemy successfully.

3. Should this MTB attack be synchronized with the air attacks, previously referred to, considerable damage might be inflicted on the enemy.

4. It is believed that a surprise attack of this type should be successful at least once and possibly twice. Therefore, this weapon should not be used for anything excepting an all-important attack.

UNCLASSIFIED R. W. Bates

0735

RM 147 553

UNCLASSIFIED

In reply refer to Initials
and No.

Op-12A-2-aw

(SC)S75-1

Serial 090612

NAVY DEPARTMENT

OFFICE OF THE CHIEF OF NAVAL OPERATIONS

WASHINGTON

AUG 14 1941

~~CONFIDENTIAL~~
CONFIDENTIAL

From: The Chief of Naval Operations.
To: Captain R. W. Bates, U.S.N.
Via: The President, Naval War College.

Subject: Re-arming of certain naval craft with torpedoes.

Reference: (a) Captain Bates' conf. ltr. dated August 6,
1941.

1. The Department is always pleased to receive suggestions for improving logistics of operations and your letter has accordingly been studied with much interest.

2. It may often be necessary to use patrol planes to deliver various items to outlying forces, but to equip such planes for the special purpose of carrying torpedoes is not considered feasible with the present design of planes.

3. Your letter will be forwarded to the Bureau of Aeronautics for study in connection with the design of future transport planes.

R. E. Ingersoll
R. E. INGERSOLL
Acting

1st Endorsement

August 18, 1941

From: The President, Naval War College.
To: Captain R. W. Bates, U.S.N.

1. Delivered.

E. C. Kalbfus
E. C. Kalbfus

0736

Serial 8232.

~~CONFIDENTIAL~~

1st Endorsement

August 27, 1941.

From: The President, Naval War College.
To: The Chief of Naval Operations.

Subject: Motor Torpedo Boats - Transportation of by air.

1. Forwarded.
2. Considering the capacity of planes of the patrol type, it appears that there are no insurmountable difficulties in building and transporting a boat of the suggested type. Should such boats be landed they would, no doubt, have opportunity to do serious damage to an enemy fleet at anchor.
3. There are several difficulties which come to mind in considering the landing of the boats. First, A.A. defenses are organized in depth, and in order for the plane to land outside of them the water would have to stretch for some miles beyond the anchorage. Secondly, R.D.F. now picks up planes many miles off and there appears to be a difficulty in getting the plane down without detection by these devices. This might be overcome if an attack were made in force from several directions and only a few of the boat carrying planes were landed. Thirdly, as a day attack is obviously impracticable, what will the plane do for illumination? To attempt such an attack on a bright moonlight night would be fatal and give away the element of surprise inherent in a new weapon. On a dark night illumination would be necessary. A plane attempting to land on the water on a dark night with all lights in the area extinguished would probably crash. Any use of planes to facilitate the landing is out of the question.

/s/ E. C. Kalbfus.

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0737

AUSTIN S. KIBBEE, 1903
President
CHARLES F. HOOPER, 1922
Vice-President

C. R. ROHWEDER, 1926
Secretary-Treasurer
140 Federal Street
Boston, Mass.
Phone: LIBerty 9100

NAVAL ACADEMY GRADUATES ASSOCIATION
OF BOSTON



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W. E. HAYCOCK,	1922
H. T. KAYS,	1907
M. MILNE,	1903
S. S. PURVES,	1921

September 16, 1941

Admiral E. C. Kalbfus
United States Navy
Naval War College
Newport, Rhode Island

Dear Admiral Kalbfus:

Thank you very much for your letter
of September 15, 1941.

We are looking forward to seeing
Captain Bates on Thursday, September 18th, at 6:00
P. M., at the University Club.

In case he is unable to be present, I
shall, of course, advise him of what decision was
made at this meeting.

Cordially yours,

J. Alex Lane

JAL/r

82 Devonshire Street
Boston, Massachusetts
Capitol 3180

0738

AUSTIN S. KIBBEE, 1903
President
CHARLES F. HOOPER, 1922
Vice-President

C. R. ROHWEDER, 1926
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W. E. HAYCOCK,	1922
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M. MILNE,	1903
S. S. PURVES,	1921

September 13, 1941

Admiral E. C. Kalbfus
United States Navy
Naval War College
Newport, Rhode Island

Dear Admiral Kalbfus:

In connection with the Navy-Harvard game on the 25th of October, the Naval Academy Graduates Association here is considering undertaking a dinner dance at the Copley-Plaza Hotel here in Boston on the same evening.

I am writing to ask you if you would consider serving on the committee, having in mind that you could help and would be in contact with the personnel at Newport.

A meeting of the committee is being held at the University Club in Boston at 6:00 Thursday, the 18th of September, and after the meeting we are planning to have dinner together. I hope you will consent to serve or, if you would be unwilling to serve yourself, would you appoint or suggest someone to serve.

We would welcome anyone from your station who could be present at this meeting in order to give us any suggestions.

Admiral Tarrant has accepted a position as Honorary Chairman or Co-chairman of the committee and I have agreed to act as Chairman. Three officers stationed at the Boston Navy Yard will also serve on the committee.

I feel sure that if our plans materialize this will be an excellent party at which we will all enjoy ourselves.

I hope you will write me as promptly as possible and that I can count on your cooperation.

Cordially yours,

Alex Lane
J. Alex Lane

82 Devonshire Street
Boston, Massachusetts
Capitol 3180

0739

September 15, 1941.

My dear Mr. Lane:

I hasten to reply to your note of the 15th. I wish it were possible for me to serve on the committee, but it is entirely out of the question for me to do so because of my multifarious duties here.

Acting, therefore, upon your suggestion that a substitute be appointed, I have requested Captain R. W. Bates to serve in my stead. Captain Bates has graciously consented to do so, and it is his intention to be present at the meeting of the committee to be held at the University Club in Boston at 8 p.m., next Thursday, the 18th.

Although I am hoping to attend the Game in person, I very much doubt my ability to do so and I am afraid that I shall have to leave it to the rest of you to spur the team on to a Navy victory.

With my best wishes to all, I am,

Very sincerely,

E. C. Kalbfus.

Mr. J. Alex Lane,
Naval Academy Graduates Association
of Boston,
82 Devonshire Street,
Boston, Mass.

0740

Op-38-E-KB
(SG)PT
Doc. 35436
~~CONFIDENTIAL~~
Serial 075436

Navy Department
Office of the Chief of Naval Operations
Washington

September 25, 1941

~~CONFIDENTIAL~~

From: The Chief of Naval Operations.
To: The President, Naval War College, Newport, Rhode Island.

Subject: Motor Torpedo Boats - Transportation of by Air.

Reference: (a) Captain R. W. Bates, U.S.N. Confid. letter of 9 August 1941, with Naval War College Confid. 1st End., Serial 8232 of 27 August 1941.

1. The Chief of Naval Operations considers the proposal to transfer motor torpedo boats by air to be unsound.
2. The principal disadvantage in the use of torpedoes by aircraft is the rather small proportion of weight of the torpedo which can be devoted to explosive. In other words, the warhead of the torpedo is the useful part of the load, while the remainder of the torpedo is merely a device for propelling the warhead from the launching point to the target. Successful use of both torpedo and boat would require that the airplane carry not only the warhead plus the remainder of the torpedo, but also one or more boats of considerable size and weight. Such a procedure would reduce the effective part of the load carried to a proportion so low as to make the overall effort involved unacceptably inefficient.
3. If a motor torpedo boat were to be transported by air, it would be necessary to carry it in a position external to the hull and wings of a large seaplane. This necessity would require carrying at least two, one under each wing. The aerodynamic characteristics of the boats, as well as their weight, would be such as to make the project impracticable.

/s/ H. R. Stark

Copy to:
BuAer

UNCLASSIFIED

0741

CONFIDENTIAL

28 September 1941

Dear Roger

Your appreciated letter of the 9th reached me in the last mail as we left Portland, In Argentina I started a comprehensive reply but before finishing I was rushed off to Iceland, I arrive there tomorrow morning early, Pardon the pencil but that is the only way I can acknowledge your note.

It will be a long while before our carriers are out-moded as fleet units. No "piggy-back" or other service will take their place in a saltwater navy, RADAR has enhanced their effectiveness many fold, False conclusions have been reached as to their present and future potentialities because the British have ^{their carriers and} employed carrier-based aircraft in range of shore-based aircraft. We learned in Fleet Problems as far back as 1923 that this cannot be done with reasonable chance of success no more than you would use

0742

battleships against strongly fortified
land objectives.

These intensive efforts we have
so far managed to keep pace with
the Navy. Given equal numbers we
can compete with anything produced by the
British, Germans or our own Air Corps but
a gap is bound to occur in the future.
Be that as it may, our carrier based
aircraft will always be essential
elements of the Fleet and carriers must be
built to accommodate them.

Instead of the "piggy-back" idea, the
Bureau of Aeronautics has a secret develop-
ment for the extension of ranges for VF and
VB consisting of a towed bomb-shaped
gas tank which can be released at will.
It is a modification of the glider principle,
subject to the endurance of the pilots.
There is no reason why our VF or VB
cannot extend their ranges to protect
VPB, which is the problem you are concerned
2

0743

about, I am not discounting the
piggy-back idea for the very distant
future but it is not in the picture
now. R+D+R has made day-light bombing
a highly hazardous operation
and a few fighters riding piggy-back
won't help the picture much. For
night work, high altitude bombing
can still go on with few losses
and VF won't help you much in any
case.

Sorry to have to cut this discussion
short. Hope I have the opportunity to
finish it in the Reading Room
some time but it won't be soon.

Give my very very best to
Bob & Mrs. Wilson. They are
friends indeed.

My son, Bill, is at Granset -
an ensign USNR. Peg may come to
Newport in December and go to the
La Forge. Remember me to her when you see him.
All best wishes, "Horse"

0744

FORTY WALL STREET

October 8, 1941.

Captain Richard W. Bates, U.S.N.,
Naval War College,
Newport, Rhode Island.

Dear Captain Bates:

This is a note of hearty congratulations upon your promotion to the rank of Captain from one of the eight wet, green and ignorant Reserve ensigns who came aboard the old Cincinnati off Key West one August day in 1918.

You probably do not remember me but I distinctly and with the greatest of pleasure recall seeing you quite often after I was transferred to Admiral Anderson's staff on the Dolphin. I remember one night that you came aboard the flagship to report about a man lost overboard from the Cuba and another night when you and I dined together in that old restaurant opposite the Overseas Hotel.

It has been my good fortune to keep up with many of my wartime navy friendships and, when I was in California in 1936 and 1940, I saw Captain Moses. On Monday I received a letter from him in which he mentioned your promotion and I hope that you will accept the good wishes that I herewith extend to you.

It must be great to be able to participate actively in the present campaign, particularly when you can bring to bear all the accumulated experience that you have had before, during and since the last war.

My own interest in naval affairs has never diminished and I only regret that I am now on the side lines. During the intervening years I was presumptuous enough to try to do a biography of Fighting Bob Evans and one of Togo and, before Holloway Frost died, he told his wife to turn over to me the almost-completed manuscript of his book on Jutland. In connection with the work I have done, I naturally have read a great deal about the War College but I have never visited it and I can imagine that you must find it particularly interesting at this time. You are in the midst of the best naval thought and yet out of the hectic fury of Washington.

0745

Captain Richard W. Bates, U.S.N. 2 October 8, 1941.

One of the finest memories in my life is the patient and generous way that Captain Moses, you and the other Senior Officers of the Cincinnati treated us neophytes, who hardly knew the bow from the stern.

Your promotion to this high rank is conclusive evidence that you have been successful in your career and I hope that everything else during the years since 1918 and 1919 has gone equally well with you.

EAF:HW

Very sincerely yours,

Lawrence A. Falk

0746

THE WHITE HOUSE
WASHINGTON

October 9, 1941

Dear Rafe,

Warmest thanks for your fine letter of congratulations on my selection. Needless to add that I am elated to be over that hurdle and delighted to know that I have the confidence and good wishes of good friends like you.

Lynde just paid us a short visit from the West Coast and it was nice to see him and Lillian both looking so well. Also the two boys.

With best wishes to you, and thanks again for writing,

*Sincerely,
Joe W. Beardslee*

Captain R. W. Bates, U.S.N.,
U. S. Naval War College,
Newport, R. I.

0747

For Lt. Brinkley / War College

WU 108 39 2 EXTRA PHILADELPHIA PENN OCT 17 1228P

CAPT R W BATES

US NAVY WAR COLLEGE

HARRISBURG NAVY DAY COMMITTEE EXTENDS A CORDIAL INVITATION TO YOU
TO PARTICIPATE IN ITS PROGRAMME AS GUEST OF HONOR ON OCTOBER 27TH
WE WILL BE DEEPLY INDEBTED FOR YOUR FAVORABLE CONSIDERATION AND
PROMPT REPLY LETTER FOLLOWS RESPECTIVELY.

WILLIAM A ARNOLD 2ND VICE PRESIDENT
US NAVY LEAGUE STATE BLDG HARRISBURG.

0748

NAVAL WAR COLLEGE
NEWPORT, RHODE ISLAND

October 20, 1942

GOVERNMENT NAVY

William A. Arnold, 2nd Vice President
U. S. Navy League
State Building
Harrisburg, Pa.

Your message. Am very happy accept Harrisburg Navy Day Committee's kind invitation to participate programme as guest of honor on October 27th. Regret delay replying but had expected letter from you as per your telegram. Letter not as yet received.

R. W. BATES.

Released by:

Paul Bastedo
Captain, U.S.N.
Secretary.

0749

FORTY WALL STREET

October 21, 1941.

Dear Captain Bates:

It was grand to receive your letter and interesting to hear all the news you wrote, even though I fail to recognize myself in your generous references to what I have tried to do.

At the risk of disillusioning you, I still hope we will get together soon and I look forward to your visit to New York.

With all good wishes, I remain

EAF:HW

Sincerely,



Captain Richard W. Bates, U.S.N.,
Naval War College,
Newport, Rhode Island.

0750

NAVY DEPARTMENT
OFFICE OF NAVAL INTELLIGENCE
WASHINGTON

October 27, 1941

Dear Rafe:

Thank you immensely for your letter of congratulations. I really feel embarrassed at your compliments but hope that some of them may be true.

Needless to say, I appreciate having landed this job and only hope I can swing it, for I certainly have little background or experience for it. It is most interesting and I shall enjoy struggling at it.

Best of luck to you and hope to see you soon.

Very sincerely,



T. S. WILKINSON.

Captain Richard W. Bates, U.S.N.,
Naval War College,
Newport,
Rhode Island.

0751

AVON OLD FARMS
AVON, CONNECTICUT

REV. W. BROOKE STABLER
RECTOR

October 27, 1941

My dear Captain Bates,

This is just a line to tell you how delighted we are that you are coming to talk to the School on November 18. Harold Hunter has told me how busy the Navy is these days, and I am delighted that you are willing to steal off and help us out.

Harold will write you concerning details, and will put you up at his house.

With every good wish, and looking forward to your visit, I am

Sincerely yours,

WBS:B



Captain Robert W. Bates
U. S. Naval War College
Newport, Rhode Island

0752

AVON OLD FARMS
AVON, CONNECTICUT

REV. W. BROOKE STABLER
RECTOR

October 28, 1941

My dear Rafe,

I did not know that you were still at the War College, or I would have written to you direct instead of to the Admiral.

The talk is to be on Tuesday, November 18 at 8 p.m., but I hope you will come as soon as you can and stay as long as you can. Mary Ernestine and I are looking forward with the greatest amount of pleasure to seeing you again.

After you get to East Hartford, follow Route 44 to the town of Avon. At Avon, just before the railroad tracks, turn left. About a mile along this road you will come to a fork, with the only house in view a yellow one. Take the left fork, and the next buildings on the left will be the School. My house is in the group of buildings by the Water Tower.

We want to ask some people to have dinner with you, and to stay after the lecture is over. In this case, dinner will be around seven. If, on the other hand, you would prefer to have dinner with the boys in the Refectory, to get a feeling of the atmosphere and of the room before you talk, it is o.k. by me. In this case, you will dine at 6:20.

Now to get down to the business end of things; your talk is to be about a half hour in length, no shorter, and a little longer if you desire. The audience consists of about 105 boys aged 12 to 20, the faculty and their wives, and some of our adult neighbors. Past experience has indicated that in a group of this kind the best policy is to shoot at the middle, and if it is over the heads of the little fellows, it is just too bad.

After your talk we are to have three Navy sound films, which we are going to show. According to Lt. W. F. Hinckley, U.S.N. Retired, in charge of the Recruiting Station in New Haven, these pictures cover approximately ten minutes each, one of them being of the Fleet showing various ships and types, maneuvers, target practice, etc; and two on Naval Aviation.

Upon the completion of the films, we generally allow about

0753

October 28, 1941

fifteen minutes for the audience to ask questions of the speaker. I realize that in your case it may be that there are questions shot at you which are too confidential to answer. If this is the case, I hope you will feel perfectly free to say so.

If it would not be too much trouble, I think it would add a lot to things if you would be willing to wear a Service uniform. We do not dress for these affairs, so it is not at all necessary for you to wear evening clothes unless you want to.

I have one or two ideas which you may or may not want to use, but I'll give them to you for what they are worth:

A. If they have any models that you could bring along, of the various types of ships, I think that the boys would find them extremely interesting.

B. I feel that it might be to our advantage to bring out the importance of education in the Navy. For example, in England, up until recently at any rate, the sons of the gentry went into the Army, the Navy, the ministry, or civil service. In Germany the officers were largely composed of the Junker class. In our Navy, in normal times, whether one becomes an officer or not depends on whether one gets a Naval Academy education; in other words, two boys from adjoining farms may easily find themselves in the Navy, one an officer and the other an enlisted man, the only difference between the two being that one has a Naval Academy education while the other has not. I feel that it is important to emphasize the stress that we put on education, and that it is education alone and not class distinction which determines one's fitness to be an officer.

C. Also I think that it would do our boys good to know that officers in the Service must continually attend schools such as the Post Graduate School, the War College, etc., in order to keep up with the latest wrinkles, and that they must take very comprehensive examinations for promotion. The various types of enlisted schools might also be mentioned, and the fact that they are never free from examinations.

It is not my intention to have this occupy too much of the lecture, as undoubtedly the boys are primarily interested in learning about the Navy and what it is doing and how it is operating, but I do feel that this stress on education would be a great help.

If there is anything more you want to know that I haven't

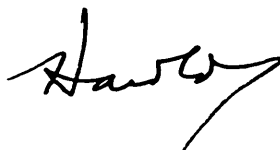
0754

Captain Bates -3

October 28, 1941

covered, please do not hesitate to let me know. It is swell of you to come, and I am perfectly delighted that you are coming and not anyone else.

Most sincerely,



HO'DH:B

Captain Richard W. Bates
U. S. Naval War College
Newport, Rhode Island

0755

AVON OLD FARMS
AVON, CONNECTICUT

REV. W. BROOKE STABLER
RECTOR

November 10, 1941

Captain Richard W. Bates
U. S. Naval War College
Newport, Rhode Island

Dear Captain Bates,

The School newspaper, The Avonian, is eager to print an article about you in connection with your forthcoming address next Tuesday. To do this in proper style, the editors would very much like to have a photograph of you, and we should greatly appreciate it if you could have one sent to us in the next few days.

Very sincerely,

Edith C. H. Brown

Secretary to the
Rector

*we will of course send
the photograph back
when it has served
its purpose. E.B.*

0756

U.S.S. Argwin
Pearl Harbor, T.H.
Nov. 19, 1941

Dear Rafe: -

While reading the Honolulu Advertiser several days ago I noticed the enclosed item mentioning your name so thought I would send it along.

I took command of Desdiv 2 four weeks ago today, relieving Pinkie Flynn who floated up to Squadron four commander. I have a fine division and like the job very much. It is a relief to get away from the head rush at the Navy Department. As I thought I was going to an East Coast division up until the very last Kaituma is still in Washington and Sonny is at boarding school at Slides, at Olney Md. Kaituma will join me after he has spent Xmas with Sonny. When the ships are in I make my headquarters at Arthur Peew's where most of my civilian clothes are.

I have seen a lot of your friends around. So far have managed to have a few golf games plus a swim almost every day I am in. I got my car on the Kurline when I came out, so have my own transportation.

0757

I hope this finds everything fine for you. If
you do come west when you come to sea will
see you, or perhaps we will go east, who knows
during these serious times.

Best of luck and regards
as ever

Ralph.

AVON OLD FARMS
AVON, CONNECTICUT

REV. W. BROOKE STABLER
RECTOR

December 5, 1941

Dear Captain Bates,

Harold has turned over to me your very small expense account, and this is just a word to say that I am asking our Comptroller to send you a check covering the expenses involved.

May I take this opportunity to thank you again, and also to thank the Admiral, for the perfectly splendid job you did for us while here. The boys are still talking about your lecture, and I can assure you that you gave us a great stimulus in our work.

Do come see us again when you can. I also hope that you will have the opportunity to put in a good word for us with Mrs. Strauss.

With warmest personal regards and repeated thanks, I am

Sincerely yours,

W. Brooke Stabler
3.

WBS:B

Dictated by Mr. Stabler
and signed in his absence

0759

NAVAL WAR COLLEGE
NEWPORT, R. I.

12/10/41

, 19

MEMORANDUM FOR

Capt. Butler

I really haven't enough technical knowledge to pass an opinion on your proposal for air-borne MTBs.

As to magnetic depth charges, I ~~have~~ read somewhere or heard it that there were being experimented with. I do not know if this is a fact.

German Subs may dive to 200 m. (660'). The one the British captured had her gauges ~~calibrated~~ graduated to 200 m.

Y. S. Wright

0760

HEADQUARTERS NORTHEAST DEFENSE COMMAND
Governors Island, N. Y.

December 16, 1941.

Dear Bates,

Just to not be a "die-hard", I give you the following quotation from the highly secret plan of the North Atlantic Naval Coastal Frontier which has just been placed on my desk for review:

" xxx; insure safe passage of friendly men-of-war through assigned Operating Area"

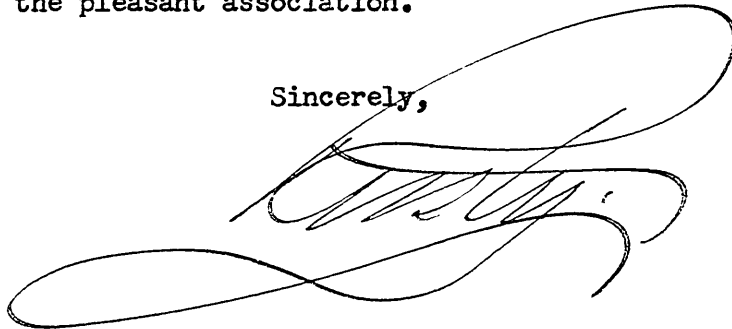
Please note well the first three words!!!

Here I am back at the same old desk. I was with the First Division just one day. I gave them six weeks when I reported, but my orders arrived by teletype that same night. I haven't moved my things down as yet, but have been given temporary assignment to quarters in which I will camp for awhile. Expect to be assigned permanently within a few days and to set-up housekeeping here again as usual.

Better come down and look us over. We are getting the "red hot dope" right off the griddle.

Thanks for the pleasant association.

Sincerely,

A large, stylized handwritten signature, possibly reading "L. M. S.", written in dark ink.

0761

P.O.Box 185,
Corcoran, California,
December 16, 1941.

Commander R.W.Bates,
Naval War College,
Newport, R.I.

Dear Commander Bates:

Referring to your letter of April 17 and the enclosure of a copy of a letter you wrote to the Veteran's Administration concerning an accident which happened to me while serving as a wardroom steward on the YORRTOWN during 1917, the Veteran's Administration has informed me that there is no entry in the log of the YORRTOWN concerning the injury I sustained.

I wonder if you can recall the name of the man who fell through the hatch and landed on me and also if you can recall that I was off duty for three days after the accident although I did not report to sick bay.

I believe that this evidence would be valuable in helping me establish my claim and I would appreciate it if you can do anything further for me in this matter.

Respectfully yours,

Jue Ten

Jue Ten

0762

Cincpac File No.

UNITED STATES PACIFIC FLEET
U. S. S. PENNSYLVANIA, Flagship

Pearl Harbor, T. H.,
December 18, 1941.

Dear Rafe:

Your tremendously kind and friendly letter of 11 December has just arrived and I hasten to grab a minute in which to acknowledge it.

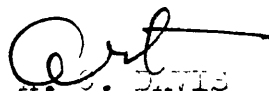
Of course I am speaking only for myself, but I am certain that everybody here feels exactly the same way. Eager is the best way to express it. We think only of things that are next and not of those that are past.

Wonders have already been accomplished. As a matter of fact, there has been no time for anything but action and planning, anyhow. After four days without sleep and three more with only a few hours of it, I have finally got some help organized and am once more human.

I remember a Cracker near Pensacola who was arrested by the sheriff for hunting out of season. He just whistled to his dogs and walked off. The sheriff said, "Come back here, you're going to jail." He drawled, "I ain't going no place but home."

We ain't going nowhere but to victory!

Best regards always, and heartfelt thanks.


R. W. BATES

Captain R. W. Bates, U.S.N.,
Naval War College,
Newport, Rhode Island.

0763

NAVAL WAR COLLEGE
NEWPORT, R.I.

December 22, 1941

From: Captain R.W. Bates, U.S.N.
To : The President, Naval War College

SUBJECT: Request for leave.

1. It is requested that I be granted leave of
absence for 6 days, departing on 23 December 1941

2. This leave is requested for recreation.

3. If granted, my address will be:

University Club,
Washington,
D.C.

R.W. Bates

R.W. Bates,
Captain, U.S.N.,
December 22, 1941

1st Endorsement

From: The President, Naval War College.
To : Captain R.W. Bates, U.S.N.

1. Returned, granted.

H. H. Crosby

H. H. Crosby,
Captain, U.S.N.,
Chief of Staff.

Atty

0764